FRONT AXLE & FRONT SUSPENSION

SECTION FA

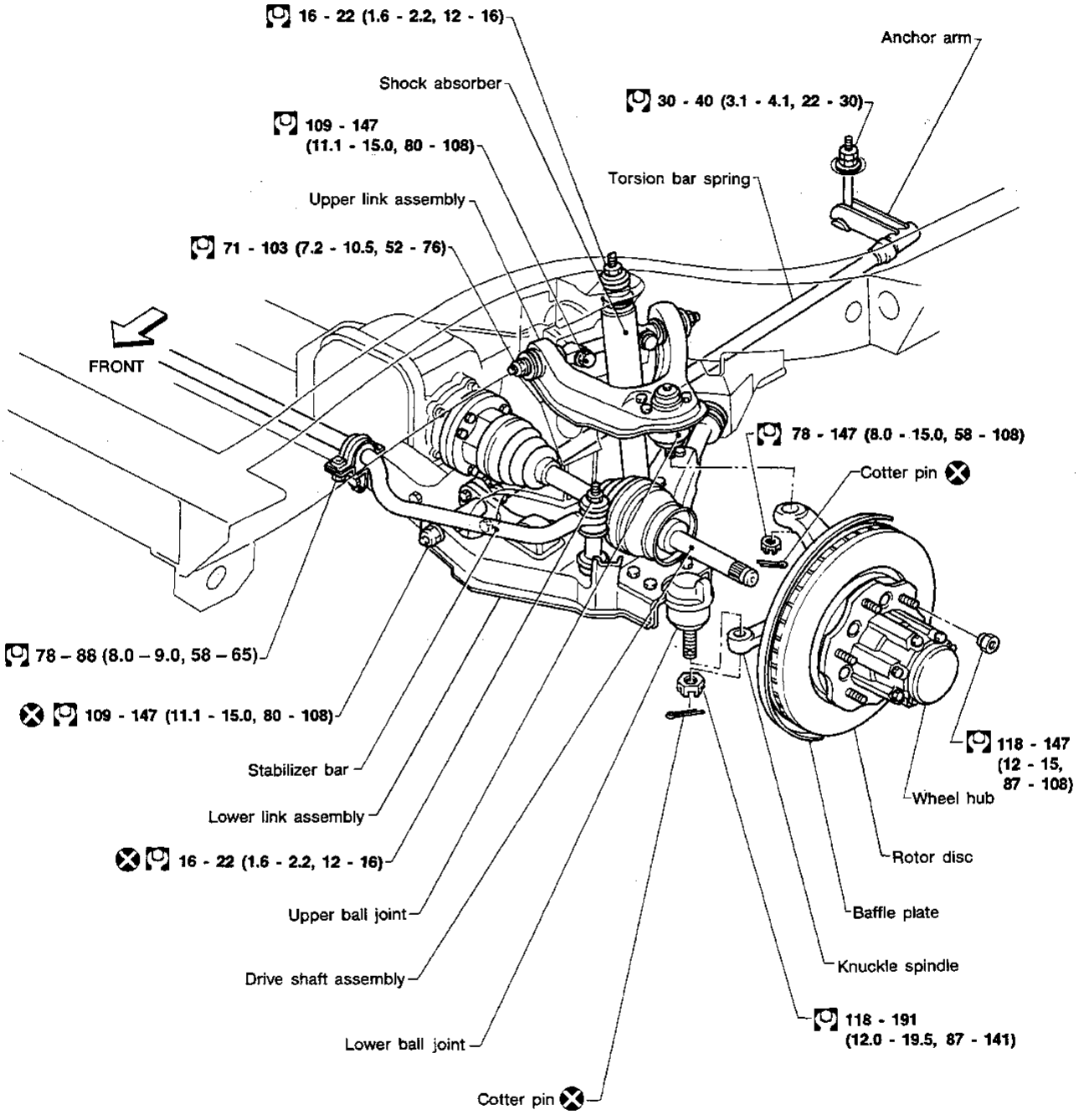
MODIFICATION NOTICE:

- The torque specification for the stabilizer bar brackets has changed.
- The available shim thickness and adjustment procedure for front wheel alignment has changed.
- The specified amount of grease for the 4WD drive shaft (wheel side) has been changed.
- The wiring diagram for adjustable shock absorber has changed.

CONTENTS

4WD MODELS

When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground.
*** Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.**



: N•m (kg-m, ft-lb)

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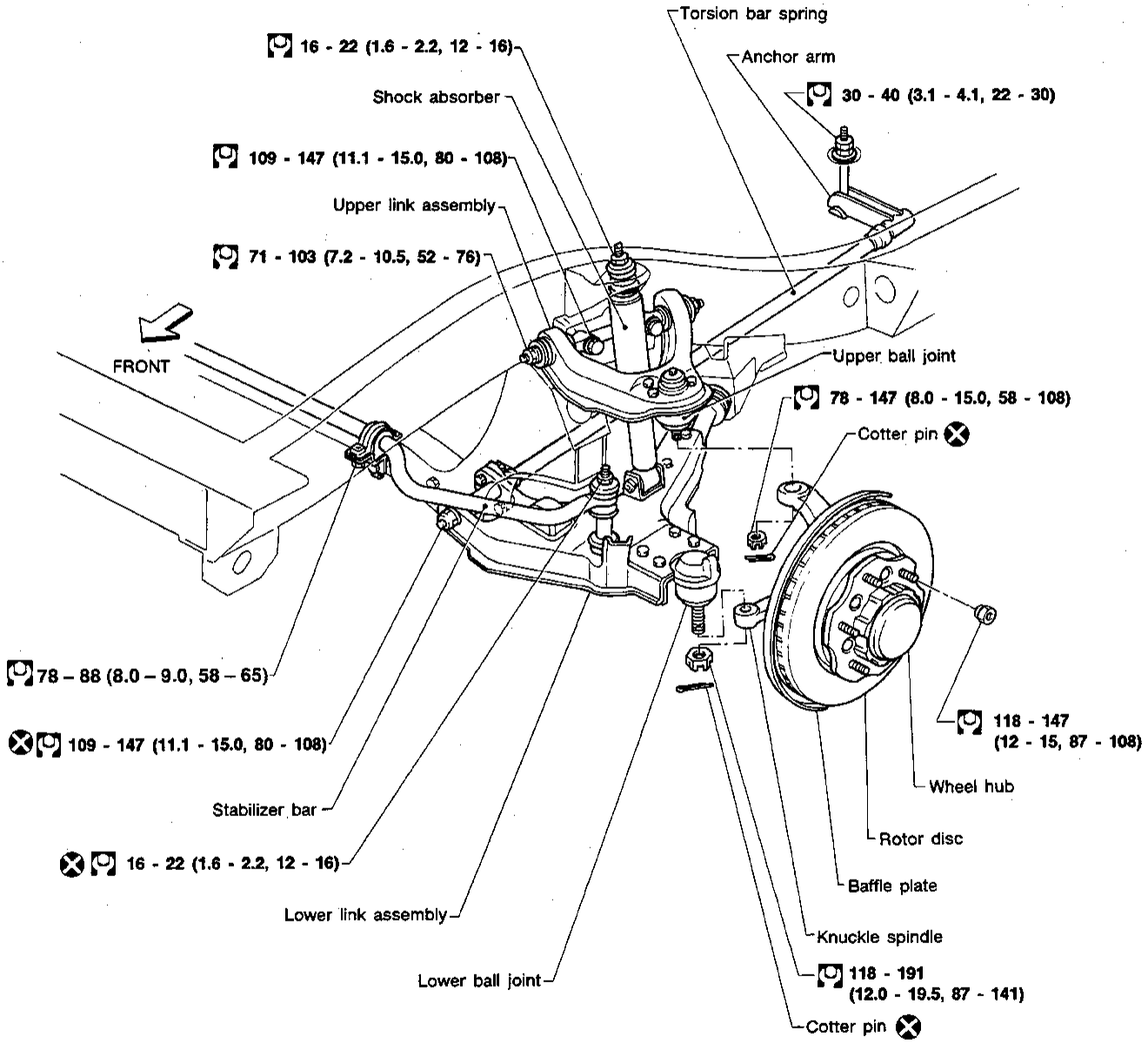
2WD PATHFINDER

When installing rubber parts, final tightening must be carried out under unladen condition* with tires on ground.
*** Fuel, radiator coolant and engine oil full. Spare tire, jack, hand tools and mats in designated positions.**



: N•m (kg-m, ft-lb)

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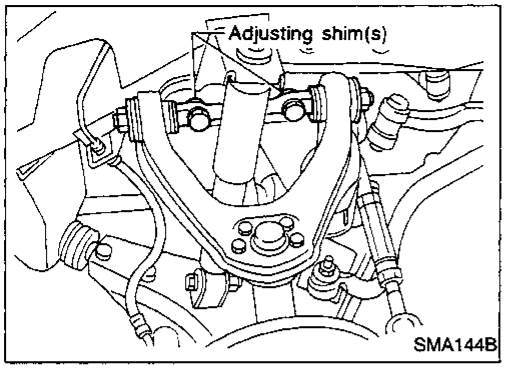
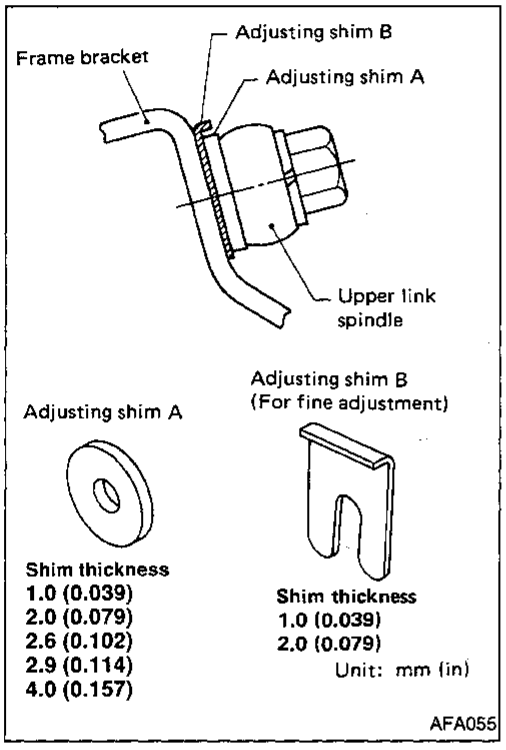


Front Wheel Alignment

ADJUSTMENT

Both camber and caster angles are adjusted by increasing or decreasing the number of adjusting shims inserted between upper link spindle and frame.



Before removing or installing adjusting shim(s), be sure to place a jack under lower link.

Adjusting shim standard thickness:

2WD Trucks

2.9 mm (0.114 in)

Except 2WD Trucks

4.0 mm (0.157 in)

- **Do not use four or more shims at one place.**
- **When installing shim B, always face the pawl towards spindle and insert them from bracket side. Use only one shim in a place.**
- **Total thickness of shims must be within 8.0 mm (0.315 in).**
- **Difference of total thickness of the front and rear must be within 3.0 mm (0.118 in).**
- **Determine thickness and number of shims necessary for adjusting camber and caster, in accordance with the following graph.**

[Example]

(1) When service data value minus measured value is equal to:
Caster angle: –30′
Camber angle: +30′

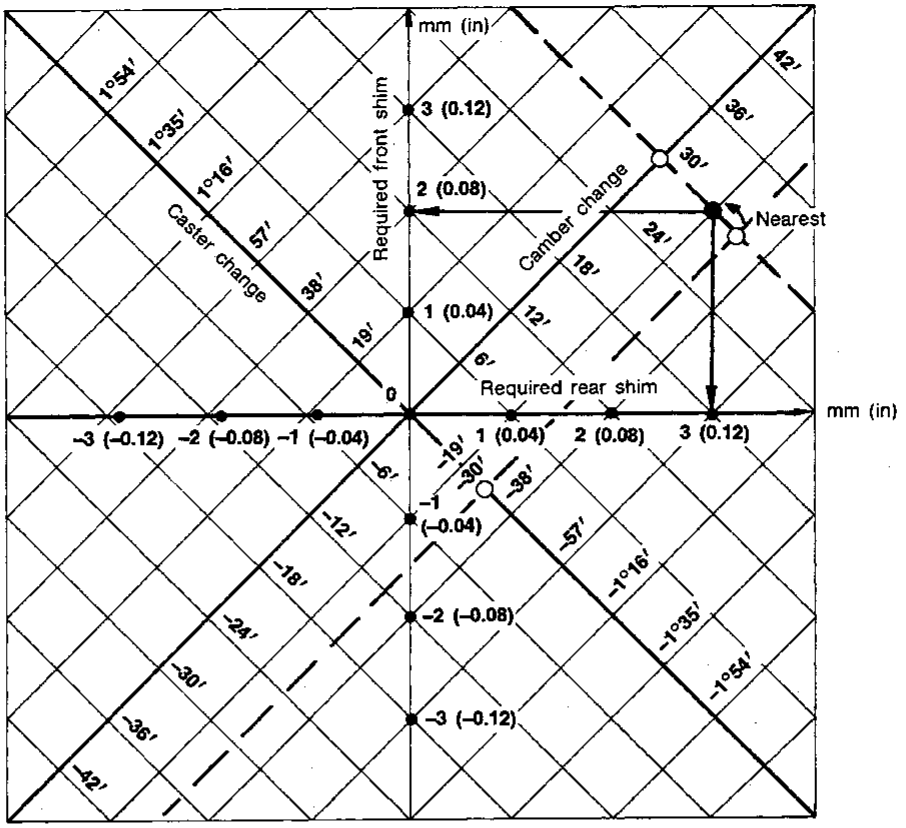
(2) Obtain the intersecting point of lines in accordance with the graph.

(3) Choose shims which are nearest to the intersecting point.

(4) For the above example:
2WD Trucks:
Add 2.0 mm (0.079 in) shim on front side.
Add 3.0 mm (0.118 in) shim on rear side.
Except 2WD Trucks:
Add 1.0 mm (0.039 in) shim on front side.
Add 3.0 mm (0.118 in) shim on rear side.

Front Wheel Alignment (Cont'd)

2WD Trucks



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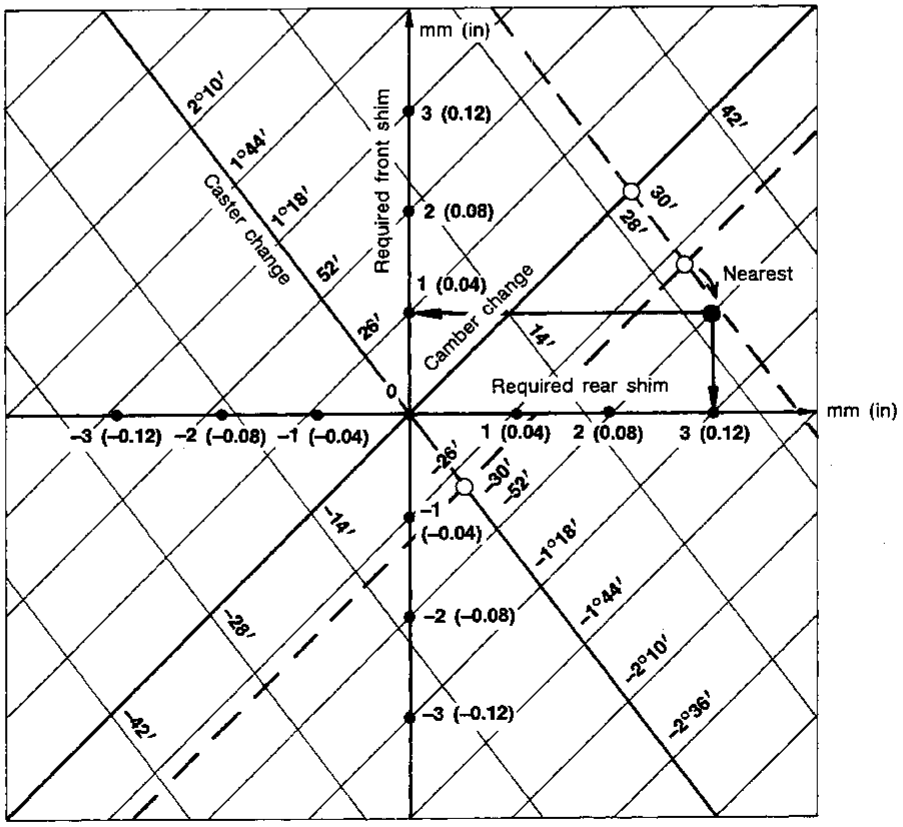
Except 2WD Trucks



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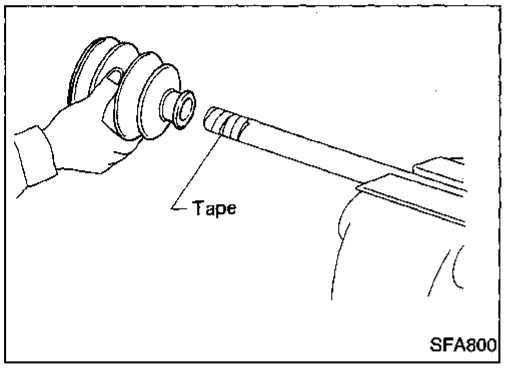
Drive Shaft

ASSEMBLY

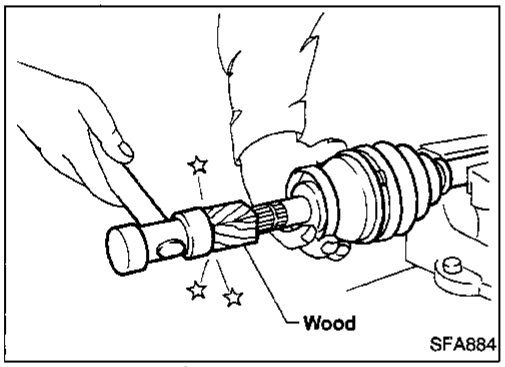
- **After drive shaft has been assembled, ensure that it moves smoothly over its entire range without binding.**
- **Use NISSAN GENUINE GREASE or equivalent after every overhaul.**



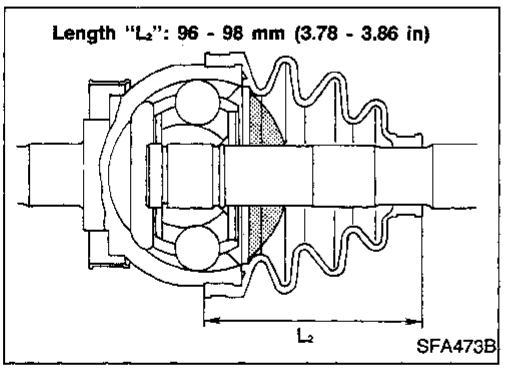
Wheel side (ZF100)

1. Install new small boot band and boot on drive shaft.

Cover drive shaft serration with tape so as not to damage boot during installation.



2. Set joint assembly onto drive shaft by lightly tapping it. Install joint assembly securely, ensuring marks which were made during disassembly are properly aligned.

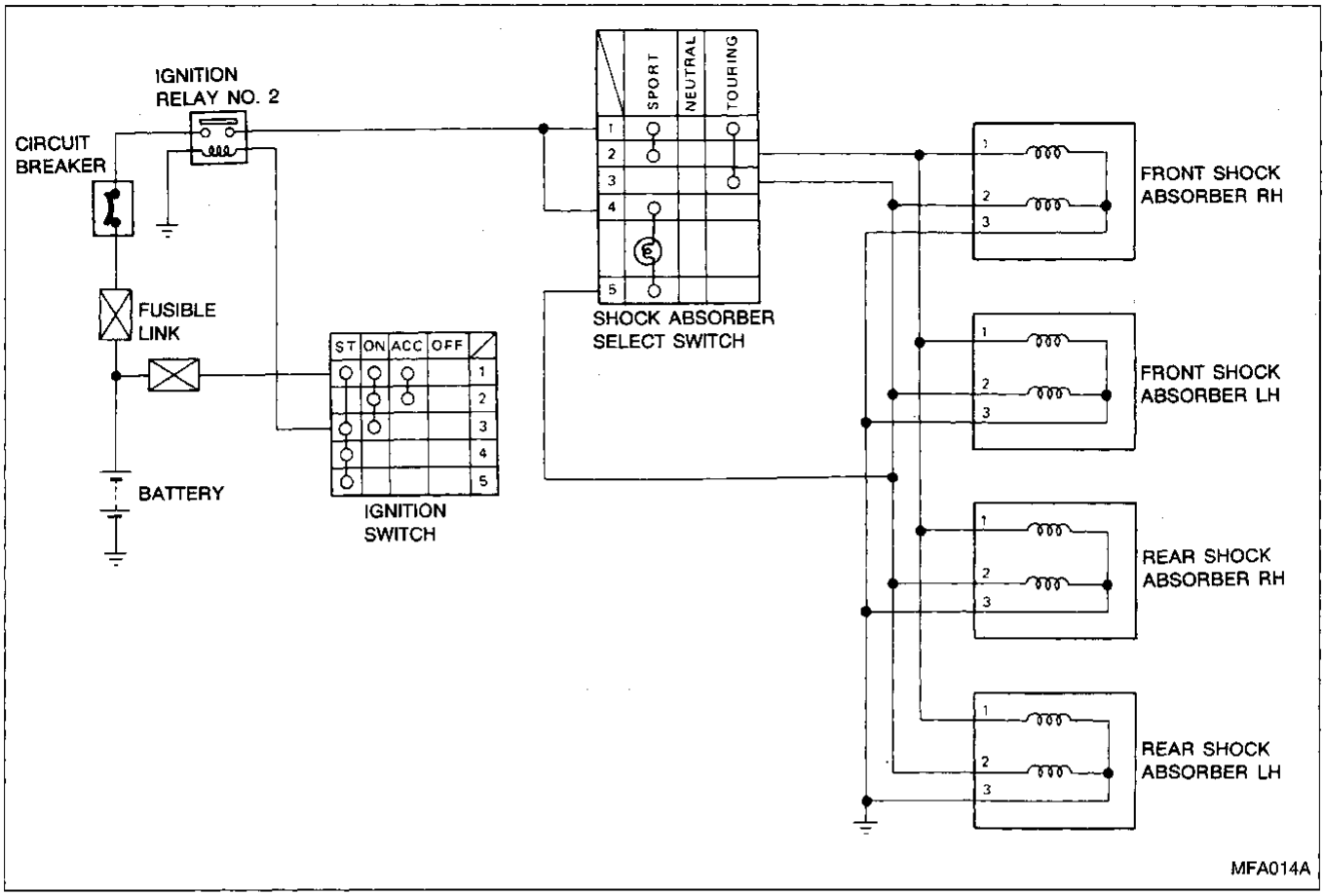


3. Pack drive shaft with specified amount of grease.
   Specified amount of grease:
   190 - 200 g (6.70 - 7.05 oz)
4. Set boot so that it does not swell and deform when its length is "L_2".

Make sure that boot is properly installed on the drive shaft groove.

5. Lock new larger boot band securely with a suitable tool.
6. Lock new smaller boot band.

Schematic


IGNITION
RELAY NO. 2
CIRCUIT
BREAKER
FUSIBLE
LINK
BATTERY
ST ON ACC OFF
IGNITION
SWITCH
SPORT
NEUTRAL
TOURING
SHOCK ABSORBER
SELECT SWITCH
FRONT SHOCK
ABSORBER RH
FRONT SHOCK
ABSORBER LH
REAR SHOCK
ABSORBER RH
REAR SHOCK
ABSORBER LH
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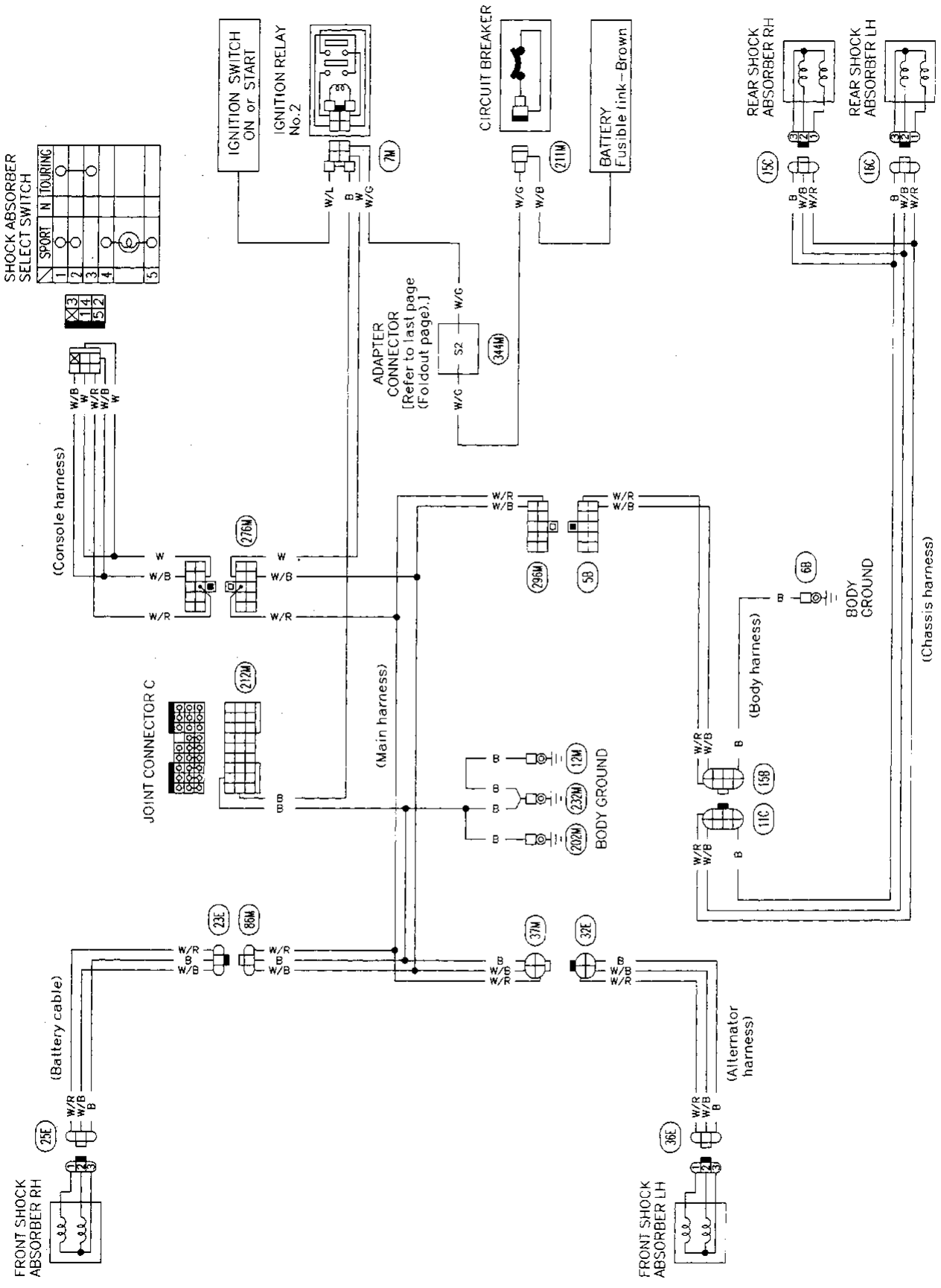
Wiring Diagram



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General Specifications

DRIVE SHAFT (4WD models)

Applied model	KA24E	VG30E
Drive shaft joint type		
Final drive side	TS82F	DS90
Wheel side	ZF100	ZF100
Fixed joint axial end play limit mm (in)	0.1 (0.004)	
Diameter mm (in)		
Wheel side (D_1)	29.0 (1.142)	
Grease		
Quality	Nissan genuine grease or equivalent	
Capacity g (oz)		
Final drive side	150 - 160 (5.29 - 5.64)	165 - 175 (5.82 - 6.17)
Wheel side	190 - 200 (6.70 - 7.05)	